

ticed; and when he solicited employment on the Liverpool and Manchester line, was refused.

A pamphlet by Mr. Thomas Wilson first drew public attention to Gray's claim, who was then in a state of positive distress, and shewed how much was owing to him. Gray's book gives a map of direct lines, shews slides and turn-tables for turning carriages, and moving them from one line to another, and coggled wheels with notched rails, which have been recently exhibited as an improvement.

"These very turn-tables," says Mr. Howitt, "were secured by patent by some of the men who live on other people's ideas; and there was actually a law-suit between two parties for the priority of the invention—Mr. Gray having invented them, and published his plate of them long before." In short, his book, when we remember the time at which it was written, must be considered a very remarkable production, notwithstanding that the *Edinburgh Review*, when noticing it, treated the scheme as a grand farce, and said "the author was a madman, and ought to be put into Bedlam." We hope the public will now put him into a comfortable house instead.

RAILWAY JOTTINGS.

AMONGST the lately established law precedents affecting the liabilities of parties concerned in railway proceedings, are the following:—An engineer or other officer of a company may, by his conduct, render himself personally liable to creditors of the promoters of a scheme, though the mere circumstance of his holding office in the company cannot render him responsible. On the other hand, as we have already instanced in one case lately reported, no engineer or other officer has power to bind a company by virtue of his office alone, though such a power may be expressly conferred on him. A director or promoter of a scheme may recover a proportionate contribution from each of the whole number of his associates for what he may have been called upon to pay; solvent directors not being liable at law, however, for insolvent; though, in equity, no regard is had in the original number of promoters, but only to the solvent members. All the promoters must sue and be sued for any breach of contract entered into by them with engineers, allottees, or others, so that it will generally be difficult to maintain proceedings on such contracts in a scheme which has no charter or Act of Parliament. Hence indiscretion in entering into such contracts by the general name of office, such as "Committee," "Directors," &c. Contracts in such cases ought to be made with a certain small number of persons as trustees. Other well-established principles affecting allottees, scrip-holders, &c., will have been already inferred from our occasional reports of cases.—In the *Rapport* to the French Chamber of Deputies on the *Projet de Loi* on the Northern line, is the following comparison of passenger fares in 1844, in centimes per kilometre:—

| | 1st Class. | 2nd Class. | 3rd Class. |
|---------------|------------|------------|------------|
| England | 19 | 12 | 7½ |
| France | 10½ | 7½ | 5-7-10 |
| Germany | 9 | 6½ | 4 |
| Belgium | 7½ | 5-4-5 | 3-7-10 |

A new railway signal, patented by M. J. H. Dutton, was tried on the Eastern Counties Railway on Tuesday week. It is a simple enough contrivance of India-rubber and copper tubes running along the train of carriages, with mouth-pieces and loud whistles for the guards, drivers, and breakmen to communicate with each other for the stopping of the engine and the simultaneous application of the breaks. The result is said to have been quite satisfactory. The expense for each carriage does not exceed 30s. The invention, as the *Mining Journal* remarks, has another claimant, Mr. John Goldring, of Chichester, who published a description of it in *The Spectator* of the 20th September, 1845, and transmitted a copy to the Board of Trade. Mr. Dutton, himself, appears only to claim some improvement in the insertion of the whistle relative to the mouth-piece.—The South Eastern, according to the *Mining Journal*, have determined that the extensive works for the widening of the Greenwich Railway, shall be proceeded with. The works comprise another viaduct, built on brick arches, the entire length of the Greenwich

line, so as to provide for three additional lines of rails—one of which is for the atmospheric railway, and the other two for the North Kent line. Half the work, we are informed, is under contract, and the remainder will be let in the course of three weeks or a month. It is to be executed under the direction of Mr. P. W. Barlow, the company's acting engineer. The joint station at London-bridge is also to undergo important improvements, and to be enlarged to nearly twice its present dimensions. The contracts for widening the Greenwich line include the works at the station.—The Gravesend and Rochester line also, under the direction of the South-Eastern, is about to be converted into a double line, for which purpose works of some magnitude will be required, more particularly within the tunnel, where the canal must be filled up. Mr. Stephenson, the engineer of the South-Eastern Company, has surveyed the line, and it is proposed to close it about the first week in November, in order to accomplish the work. Arrangements have been entered into with Messrs. Grissell and Peto for the purpose, and a great number of hands are to be employed, so as to insure its completion within a given time. Under this arrangement it is calculated that the traffic will not experience an interruption of more than six weeks. In connection with these works it is also intended to proceed immediately with the line from Woolwich in Gravesend; and those to Maidstone, Chatham, &c., will next engage the attention of the company.—Amongst the railway bills which have passed the ordeal of committee is one which, for tunnelling, as observed by a contemporary, one would think had been planned by Pluto himself. It is the Manchester, Buxton, Matlock, and Midland Junction Railway. The length of the line is forty-two and a half miles, or, with its two branches, forty-five. It has fifteen tunnels, one of which is two and a half miles long, and their aggregate length six and a half miles, so that passengers will perform one-seventh part of their journey under ground. The estimated cost is 1,650,000l., or 36,000l. per mile.—The total amount of the contracts for the high level bridge across the Tyne and viaducts is 304,500l. Messrs. Hawks, Crawshaw, and Co.'s contract for the iron-work amounts to 112,000l. of this sum. Messrs. Loah, Wilson, and Bell, and Messrs. Abbot and Co., it is understood, will take part with the contractors in the execution of their work.—The Glasgow, Kilmarnock, and Ardrossan Railway Company have recently purchased the Ardrossan Harbour and Railway, from the Earl of Eglinton and other proprietors, for 208,000l.—The *Commerce* states, that the unlucky viaduct of Barentin, on the Rouen and Havre Railroad, has nearly been levelled with the ground in consequence of an adjoining house having taken fire, the flames having communicated to the beams which support the arches of the viaduct.

GLASGOW SCHOOL OF DESIGN.

THE annual distribution of prizes, awarded at the end of last session, when flattering reference was made to the exertions of the master, Mr. Macmanus, took place on the 17th, Mr. Leadbetter in the chair. The names of the successful pupils appeared in our advertising columns last week. Mr. Leadbetter, in the course of his address, shewed, as evidence of the importance of design in manufactures, with reference to some articles in metal, particularly stoves and fenders, that while, in the year from September, 1839, to September, 1840, the number of such articles registered was 392, in the following year they had increased to 843; in 1842 to 1306; in 1843 to 1935; by September, 1845, in 21,953; and by January, 1846, to 33,188, whilst a sum had been paid to Government in fees on the above mentioned class of registered goods of 99,544l.

Mr. Sheriff Bell addressed the meeting at considerable length.

The *Glasgow Citizen*, in a notice of the proceedings, has the following remarks:—

"What external evidence can the most civilised people give of their culture, or of their advancement, other than in the proofs which are presented to the eye of their taste in art? A national gallery of pictures is hardly a proof, as it is only available to a limited number in an age; for all the individuals composing a nation have not like facilities for

seeing them, and educating their eyes by the examination of them. Time and distance are bars in the way, but the fact that such a gallery does exist, proves that the national taste is not totally careless of art; for the Government, which lays out money for such pictures, is supposed to present, to a certain extent, the concentrated reflex of the national mind. The architectural purity of the public buildings of a city, again, goes farther to prove the national taste, but is not all which is requisite to give that nation a claim to high culture. But when a whole people, in their clothing, in their houses, in the arrangement of their small plots of garden-ground, in the character of the decorations they have on their furniture, in the frames of their mirrors, in the paper on the walls of their houses, &c.; when a whole people show in these a nice appreciation of the elegant in form, and the harmonious in colouring, then we are forced to acknowledge that that people have arrived at a highly cultivated position in the scale of nations. It is such a position that the British Government means to put the nation in by the establishment of schools of design, and to such a position she will inevitably and necessarily arrive, or she will not grasp the means which have so freely been placed within her reach."

MEMS. FROM THE PROVINCES.

THE differences of opinion about the mode of procedure to be adopted in the restoration of St. Lawrence Church, Reading, are said to be in a fair way of settlement, the question having been referred to the bishop, who recommends a complete restoration.—A marble monument to Miss Linwood, the celebrated needlewoman, has been executed by Mr. S. Hall, and placed in St. Margaret's church, Leicester. The inscription commemorates her needle-works as "Monuments of Art and Perseverance."—The Roman station, Burgh Castle, at the confluence of the Yere and the Waveney, near Yarmouth, supposed to be the ancient Gariannonum, and constituting one of the most perfect specimens of a Roman fortress now remaining in this country, was sold on Wednesday week to a Mr. Butler, of Yarmouth, together with 27 acres of land surrounding its walls, for 1,500l. We learn that it has been purchased for Sir John P. Boileau, Bart., the President of the Norfolk and Norwich Archaeological Society. The manor-house and farm have also passed into the same hands, and it may be hoped that the new proprietor of so interesting a relic, which, in truth, belongs to the public at large more than to any mere private individual into whose hands it may happen to pass, will regard it as an ornament to his property, and as such take a pride in its preservation.—The whole scheme for the formation of new markets at Hull has fallen to the ground, in consequence of the adverse votes of the majority of the town council.—A national school is to be erected at Fleetwood, as a testimonial to Sir Hesketh Fleetwood, the "Father of the Town," who converted it from a rabbit-warren to a thriving port, the growing rival of Liverpool itself. The first stone was laid a few days ago. Mr. R. H. Rampling is the architect.—The Health Committee at Liverpool have been instructed to consider the requisite number, and the most suitable sites for the erection, of additional fresh-water baths and wash-houses there. In the establishment at Frederick-street, while the number of baths for the quarter ending August 27th, 1845, was 6,116; in the corresponding period of 1846, it was 8,481. The receipts for the baths and wash-houses were, for the same period, in 1845, 131l. 4s., and in 1846, 145l. 2s. 5d., so that the establishments are in a decidedly thriving state.—The purchasers of Ford Abbey are said to be the leading bankers of Bristol, who had the estate knocked down to them at 50,000 guineas.—The Dowlais Iron Works employ about 6,000 people, amongst whom are 1,000 miners and 700 colliers,—the former earning from 21s. to 25s., the latter 18s. to 20s. a week. At the works there are eighteen furnaces in blast.—The altar monument of the 15th century to Sir Thomas Vaughan, of Hergest, and his lady, Elena, in Kingston church, has been of late extensively repaired and restored by Mr. Jennings, the sculptor, of